East Face Vegetation Management Project
Scenery Resource Report Environmental Consequences

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Alternative Description Overview

Alternative 2 – Proposed Action

Alternative 2 is a set of stand and fuels treatments designed to address the purpose and need. The proposal is to reduce surface fuel loadings, ladder fuels, and canopy bulk densities in strategic locations throughout the East Face Vegetation Management project area. Strategic locations are along key roads within the project area, ridgetops, private land interface areas, around private structures in the Floodwater Flats area, and the Anthony Lakes Recreation Area. Numerous strategies for creating fuel reduction areas would be employed within the 47,621 acre project area. These actions are proposed to be implemented on 46,397 acres on the La Grande and Whitman Ranger Districts of the Wallowa-Whitman National Forest and 1,224 acres of Vale Bureau of Land Management (BLM) lands.

Alternative 3

Alternative 3 is a set of stand and fuels treatments designed to address the purpose and need while responding to the key issues identified during the scoping period and information obtained through additional field verification. The treatments would be similar to Alternative 2 for unit locations, but would address concerns related to retention of old growth, road access, landscape connectivity, and retention of unroaded areas. Alternative 3 was developed to respond to these issues raised during scoping by using the Proposed Action as a base and incorporating the following changes:

Retention of Old Growth habitat:

- No treatments within Allocated Old Growth stands (MA15)
- No commercial logging within any LOS stands below HRV

Retention of Unroaded Areas:

- No treatment within areas inventoried as potential wilderness areas (PWA) – Units 104 and 105.
- Use only non-commercial harvest fuels reduction within the MA6 portion of the Anthony Lakes Wildland Urban Interface (WUI) area.

Road Access:

- No construction of temporary roads
- No reconstruction/use of roads identified as overgrown

Landscape Connectivity:

- No regeneration harvests (HPO or HSH)
- No treatment within connective corridor units

Alternative 4

This alternative was designed to meet CWS goals; however, it focuses the most intensive commercial and non-commercial treatments to reduce surface fuel loadings, ladder fuels, and canopy bulk densities in Priority 1 treatment areas (as described in Common Elements section above). Alternative 4 was developed using the Proposed Action as a base and incorporating the following changes within each Priority Area:

- Priority 1 areas - Treat all commercial and non-commercial units as proposed in the Proposed Action within this area to ensure treatment within wildland urban interface areas, along private land interface areas, and adjacent roadless and wilderness areas.

- Priority 2 areas - Change commercial treatments to non-commercial within all units within Priority area 2 to focus treatments along strategic road systems and ridgetops within the project are but reduce the impacts associated with timber harvest activities on other resources.
- Priority 3 areas – Within this priority area, treatments would be focused on dry potential vegetation groups which would have historically had a more frequent fire regime within them.

Refer to the map and data tables in Appendix B for specifics.

This alternative responds to key issues for fire behavior, old growth below HRV, economics, forest health and sustainability, landscape connectivity, and road access.

Alternative 5

This alternative focuses on optimizing commercial removal of woody materials while meeting the goals of the CWS. In addition to the treatments designed to reduce surface fuel loadings, ladder fuels, and canopy bulk densities in strategic locations throughout the project area, additional overstocked acres within Priority Areas 2 and 3 and biomass removal opportunities were also considered for treatment under this alternative.

The elements common to action alternatives described previously and the follow elements are also part of this alternative:

- Non-commercial fuel reduction treatment units (PCT, WFH) on less than 35% slope, within a half mile of road access were also analyzed for biomass removal opportunities (PCT-Bio and WFH-Bio). This market is highly variable and commercial removal of this product is largely based on its current market value. Because this is a rapidly developing market and new techniques for the removal, processing, and use of wood fiber are being developed every day, opportunities for utilizing this product are being analyzed in this alternative to maintain options for commercial removal in the future. Note: if there is no market for the biomass within these units, the PCT and WFH would still occur and slash treatments would be the same as those described under Alternative 2 for each unit.
- To mitigate the additional miles of roads to be opened and commercial harvest activities to be undertaken under this alternative, the following adjustments to the timing and methods of road and area closures have been made in the Post Sale Road Management Plan:
- Roads that had grown closed which were reopened for this alternative would be promulgated and signed restricting motor vehicle use once the road has been closed. These promulgations will remain in place for the next 5 years.
- The closure periods for the Clear Creek and Indian-Gorham Cooperative Closure areas will be extended to include 3 days prior to archery season to the end of second rifle bull elk season.

This alternative responds to key issues for fire behavior, old growth below HRV, economics, forest health and sustainability, landscape connectivity, and road access.

Refer to the map and data tables in Appendix C for specifics.

Fuels Blocks -Prescribed Burning

Over the next 10 years, prescribed burning would occur when weather and fuel conditions are appropriate to meet the objectives for each unit. No more than 10% of the available forage within the project area would be burned per year. Existing plantations and precommercial thinning areas would be avoided during burn layout and implementation. The following units and acres would be treated with prescribed fire over the next 10 years.

Table 1 - Prescribed Burning Block Acres by Alternative

Prescribed Burning				
Burn Block Number	**Alternative 2 Acres**	**Alternative 3 Acres**	**Alternative 4 Acres**	**Alternative 5 Acres**
601	967	967	967	967
602	183	183	183	183
603	1,317	1,317	1,317	1,317
604	514	514	514	514
605	440	249	440	440
606	158	158	158	158
607	658	658	658	658
608	182	182	182	182
609	223	223	223	223
610	513	513	513	513
611	775	775	775	775
612	341		341	341
613	152	152	152	152
614	73		73	73
615	37		37	37
616	39	39	39	39
617	113	113	113	113
Total	**6,685**	**6,043**	**6,685**	**6,685**

Environmental Consequences

The Environmental Consequences are the impacts to the human environment that would result from implementing the proposed action or an alternative.

Methodology

The scenery effects analyses used for this report are those found in the Scenery Management Handbook #701, Appendix J. Scenery management is based on the classic aesthetic factors of form, line, color and texture, as well as the principles of sense of place. "Scenic integrity measures the amount of natural or socially valued appearance in a landscape along with the amount of visual disturbance that contrasts with and detracts from the appearance (the valued scenic character) existing at the time of measurement." "Scenic stability is an indicator of the ecological sustainability of the scenic character's valued attributes."(App. J Scenery Management)

The East Face Project area has been divided into four separate landscape areas based on landscape visibility, sensitivity levels and visual quality objectives for the scenic travel routes for assessing scenic effects. These four landscape areas are:

1. Elkhorn Drive Scenic Byway (State Highway 73) and Interstate 84– Retention VQO Foreground, Retention to Partial Retention Middleground/Background
2. Anthony Lakes Recreation Area - Retention VQO Foreground and Middleground/Background
3. Ladd Canyon Forest Rod 43to Anthony Lakes Recreation Area– Partial Retention VQO to Modification VQO Foreground/Middleground
4. North Fork Wolf Creek Forest Road 4315 – Partial Retention VQO to Modification VQO Foreground/Middleground

Design Features and Mitigation Measures Common to All Action Alternatives for All Viewsheds

The following design criteria are developed to meet the intent of high to moderate scenic integrity objectives for the viewsheds. Vegetative treatments would meet the established VQO of Retention or Partial Retention as viewed from Elkhorn Drive Scenic Byway (State Highway 73), Interstate 84, Anthony Lakes Recreation Area, Ladd Forest Road 43 to Anthony Lakes Recreation Area and North Fork Wolf Creek Forest Road 4315.

Scenery analysis of effects is based on the implementation of the following mitigation measures to minimize the effects of logging activities:

- The District Recreationist Specialist will work with district personnel on treatment prescriptions and marking guides, specifically in the following areas where proposed treatments fall within foreground scenic view allocations. These areas are defined as:
    - Elkhorn Drive Scenic Byway (Forest Road 73) – ½ mile along the length of this road
    - Anthony Lakes Recreation Area – Developed camping area and the Floodwater Flats area (including previous fuel reduction work)
    - Ladd Canyon Forest Road 43 – first half mile of the 4300 road from the junction with the 73 road.
    - North Fork Wolf Creek Forest Road 4315 – Ponderosa pine stands in Units 377 and 22.
- Retain large trees and a variety of vegetation screening/irregular islands along these areas.
- Locate landings out of seen areas or leave vegetative screen for Elkhorn Drive Scenic Byway (Forest Road 73), Anthony Lakes Recreation Area, and Floodwater Flats. Use existing landings, road corridors where feasible, or locate landings outside of seen areas and leave vegetation screen where possible. In general, keep landings as small as possible except where existing landings exist. If landing on forest roads, keep disturbance contained within the existing road prism.
- New temporary roads and landings may be evident but must remain subordinate to the shape and pattern of the natural appearing forest canopy for these areas.
- Foreground regeneration harvests (not to exceed 2 acres) should not be used frequently but can be used in specific circumstances to treat insect or disease infestations, or to open views to scenic attributes such as a rock formations, large ponderosa pine or components, or views to distant mountain peaks.
- Skid patterns, slash, soil exposure and stumps should be visually minor or unnoticed.
- Mechanical evidence created along the Elkhorn Drive area should be rehabilitated to appear natural.
- Cut stumps at a height less than 8" in immediate foreground (300') Elkhorn Drive Scenic Byway, Anthony Lakes Recreation Area, and Floodwater Flats.
- Slash pile locations would not be located within the immediate foreground, (300') of Elkhorn Drive Scenic Byway (Forest Road 73), Anthony Lakes Recreation Area, and 43 Road near Anthony Lakes Recreation Area.
- Develop marking guidelines to minimize the amount of paint seen from the above areas of scenic concern except North Fork Wolf Creek. Paint of backside (uphill) of leave trees or paint take trees along immediate foreground.
- Complete removal of ribbons, tags, stakes where visible from above areas of scenic concern except North Fork Wolf Creek.
- When constructing new temporary roads or re-opening currently closed roads, or non-system roads on existing road templates, reduce visual impact as much as possible, design with minimal cut and fill following natural landform as much as feasible, minimize vegetation clearing limits, and soften linear clearing edges by feathering or using irregular clearing limits to reduce introduced lines in the landscape. Leave large trees, clumps of trees and vegetation screening on the downhill side of the new temporary roads. Units 120, 123

- When closing roads, blend earth mounds and large boulders with the landscape in visually sensitive areas. Seed with native grasses and vegetation.
- Remove slash in a manner that appears natural and appropriate to the site.
- Locate skyline corridors at an angle to avoid linear effect as viewed from the Elkhorn Drive Scenic Byway (Forest Road 73), keep the corridors narrow. Use irregular clumping and feather corridor edges, use open areas adjacent to corridors and avoid going through dense unthinned areas with corridors if possible. Units 120, 122, 123, 127
- Maintain skyline ridge of trees with varied clumping and spacing of leave trees.
- Cut stumps low to the ground (<8") in the foreground or seen areas (300') along scenic areas of concern except North Fork Wolf Creek Forest Road 4315.
- Locate burn piles away from visually sensitive areas.

Methods of Measuring Effects

- Amount of changes seen on the landscape; shape, size and arrangement of fuels reduction units, removal of trees and harvest method, and location of fuels reduction units in a given viewshed and from fixed viewpoints.
- Consistency with Forest Plan standards and guidelines; the resulting scenic integrity level in the short term and long term (based on how well the vegetative and prescribed fire treatments meet the established Retention and Partial Retention VQO's).

Incomplete and Unavailable Information

Information necessary for evaluating scenery effects is sufficient.

Spatial and Temporal Context for Effects Analysis

The effects to the scenery resources can be short term and long term. Short term is usually less than 5 years, and long term is 5 years to 50 years. Effects that are eliminated by the natural course of a single growing season are not considered effects because they are a so short lived. Most treatments have long term effects while the logging activities such as cable yarding, skidding and slash burning are usually short term effects lasting less than 5 years. The project analysis area is the area from which the proposed treatments can be visibly discerned. The analysis is done within the project boundary.

The Scenery Management Handbook #701 and the supplemental Appendix J is the source for scenery resource analysis.

Important Interactions

Thinning trees and associated activities of road construction, temporarily opening closed roads, logging systems, and fuels treatments can affect the scenic resource by altering the naturally established form, line, color, and texture in a given viewshed. The natural landscape character and the existing scenic integrity level (condition) can be affected. Scenic impacts of the change depend on the interactions of the following:

1. Access to stands by existing roads and skid trails.
2. Harvest methods and silvicultural methods.
3. Slash disposal methods.
4. Shape, size, and arrangement of treatment units.
5. Topographical relationship of treatment units to viewer's position and duration of view.
6. Existing landscape character and scenic integrity, the ability of the viewshed to absorb change.
7. Landscape visibility and location in relation to proposed treatment.

Visual absorption capability (VAC) indicates the relative ability of any landscape to accept human alteration without loss of landscape character or scenic integrity level. (USDA FS, 1995, Landscape Aesthetics, C-1). The ability of a particular viewshed to absorb change is based on several factors including, but not limited to, soil color, texture of vegetation, slope, and degree of visual screening provided by landform, rockform, vegetative cover and percentage of existing alteration to the viewshed. For example, even-aged dense and uniform stands of trees will not absorb change as easily as an existing uneven-aged stand of trees with multiple small openings that give the landscape a mosaic textured pattern. Other factors used in VAC analysis include viewer's perception of expectations, viewer's position in the landscape, and duration of view, distance, and proposed activity in terms of scale, size, shape, and distribution. Using VAC it is possible to rate the project on how easy or difficult it is to blend the activity into the surrounding landscape. VAC is rated in terms of high, medium, or low; high being the easiest to accomplish, low being the most difficult. In general, the East Face project area has a medium to high VAC rating due to an existing road system, existing mosaic texture vegetative patterns in areas, and the diverse landform with rolling dissected valleys breaking up the continuous ridgelines. The exception is in immediate foreground viewing areas of Anthony Lakes Recreation Area, developed recreation sites and around Floodwater Flats special use cabins (tract) creates a low VAC rating and is extra sensitive.

Scenic effects within the East Face project area are quantified and interpreted based on how the alternatives change the existing landscape character and scenic integrity level. Landscape character refers to the naturally established landscape patterns that make each landscape identifiable or unique. Scenic integrity is the state of naturalness, or conversely, the state of disturbance created by human activities or alteration. The frame of reference for measuring scenic integrity levels is the valued attributes of the existing landscape character being viewed. The degree of scenic altered condition depends on the amount of changes seen from Elkhorn Drive Scenic Byway (State Highway 73), Anthony Lakes Recreation Area, North Fork Wolf Creek Forest Road 4315, and Ladd Canyon travel route. Altered scenic condition in the landscape will be the greatest when most of the trees are removed in a given unit or area. Consequently, the least change would occur when the existing trees are not removed. The character of the landscape would be least affected when most of the existing trees are left intact. Landscape character changes will occur similarly to the scenic integrity. The focus of this scenic analysis is on the vegetative element of the landscape character.

For purposes of analysis, the following criteria are developed to rate the consequences of the alternatives from high landscape character and scenic condition to moderate landscape character and scenic condition to low landscape character and scenic condition. In the project area, where the Retention visual quality objective is designated high landscape character and scenic condition is desired, Partial Retention visual quality objective is Moderate and the Modification visual quality objective would fall in the low landscape character and scenic condition. The following table describes the scenic integrity rating criteria and landscape character associated with each.

Table 1. Description of High, Moderate and Low Landscape Character

Visual Description Of The General Appearance Of High, Moderate, Low And Very Low Landscape Character And Scenic Condition	
HIGH Landscape Character and Scenic Condition (Desired for all visually sensitive foreground and middleground areas) Retention Scenic Quality Objectives (VQO's)	Mosaic landscape patterns, less uniformity. High diversity of structures and variety of spaces. Light treatment to the landscape. Minimal skyline corridors, visible roads, and little mechanical disturbances. Alterations emulate natural appearing patterns. Open spaces with variety of patterns. Areas of dense, mosaic, and clumpy arrangement of textural patterns. Interesting landscapes. **Appears Unaltered.**
MODERATE Landscape Character and Scenic Condition (Desired in foreground and middleground areas)	Combination of mosaic and uniform landscape patterns. Some diversity of structure. Moderate variety of spaces and treatment to the landscape. A variety of natural to slightly altered scenic conditions. A variation of natural pattern and interest in the

Visual Description Of The General Appearance Of High, Moderate, Low And Very Low Landscape Character And Scenic Condition	
Partial Retention Scenic Quality Objective (VQO)	landscape. Some textural patterns and mosaic landscape character are retained. **Appears Slightly Altered.**
LOW Landscape Character and Scenic Condition (Preferred in other landscapes) Modification Scenic Quality Objective (VQ	Combination of some mosaic and more uniform landscape patterns. Some diversity of structure. Some variety of spaces. Moderate to higher treatment to the landscape. A variety of natural to slightly altered to altered conditions. A variation of natural pattern and interest in the landscape. Some textural patterns are retained. **Appears Moderately Altered.**
VERY LOW Landscape Character and Scenic Condition (Not desirable in any landscape) Maximum Modification Scenic Quality Objective (VQO)	Uniform landscape patterns. Low diversity of structures, little variety of spaces, sameness. Heavy treatment to the landscape. Roads, skyline corridors, and mechanical disturbances dominate scenic conditions. Alterations do not appear natural, heavily altered conditions. Natural patterns are destroyed. Uninteresting, barren and sparse landscapes. **Appears Heavily Altered.**

The concept of treating different areas with various degrees of leave tree combinations, with the natural existing character provides diversity and variety in the landscape. Scenically, the treatment in the landscape would emulate and blend with nature. The success of the treatment depends on the number of trees left in a mosaic pattern. The structure or size of trees left is critical. In general, larger trees provide a strong vertical structure, creating stronger contrast and emphasizing the character of the area. A variety of openings interwoven throughout the landscape with the mosaic arrangement of leave trees would increase spatial diversity and identity of the area. Scenic quality is highest when a variety of trees and spatial patterns are retained.

A. Effects Common to all Action Alternatives

Vegetation removal, management activities and associated transportation changes (temporary roads) would have a direct effect on the landscape character and scenic integrity (condition). There are two primary aspects that affect scenic quality, 1) vegetation treatment proposed and implementation of the vegetation treatment (logging systems) and 2) fuels treatments consisting of prescribed fire and implementation of surface fuel treatments.

Landscape character changes would occur similarly to the scenic integrity. Landscape character is the naturally established landscape pattern that makes each landscape identifiable or unique. For this analysis, focus will be on the vegetative element of the landscape character and the visual effects that would result from proposed thinning, reducing tree density, and visual effects of fuels pile burning and prescribed fire. The dissected landform of the East Face project area has several stream lined valleys that rise to the surrounding ridgelines. This variety in landform provides the opportunity to spatially blend in treatment.

Scenic integrity is measured as the amount of human caused deviation in form, line, color, and texture of a landscape; it serves as a frame of reference for measuring scenic integrity levels based on the valued attributes of the existing landscape character being viewed. In the project area, scenic integrity effects would be seen as the result of changes to landscape character caused by implementation of the vegetation management activities and amount of ground disturbance or vegetation removal in foreground areas of identified travel corridors, and middleground or background views of the area from travel routes. Examples of scenic integrity effects include actions such as new skid trails, new or reconstructed temporary roads, fresh tree stumps and slash, blackened tree boles, disturbance to the ground resulting from mechanical activity of cutting trees, and changes to the textured landscape pattern. Overall, the reduction of fuels and thinning to enhance large tree growth would benefit long term scenic quality by providing a more stable, sustainable forest which is typical of vegetative character types found in the Wallowa Mountains landscape character type.

Important design measures to reduce the unavoidable visual effects in sensitive areas include:

- using special markings to provide variable spacing of leave trees
- leaving vegetative texture along the identified travel routes and destination areas
- rehabilitating ground disturbed areas where they would be seen in foreground
- cutting stumps low to the ground in seen areas of foreground along Elkhorn Scenic Byway and Anthony Lakes Recreation Area
- locating landings outside of seen areas along the Elkhorn Drive Scenic Byway and Anthony Lakes Recreation Area, and/or leaving vegetative screening

The following is a summary of general effects common to the project area:

Landscape Character and Scenic Integrity Positive Elements

1. Enhancement of landscape character would be done by thinning and reducing dense stands of trees, providing variety in spatial distribution of plant communities and moving towards more variety in age classes. Where they exist, large diameter trees would be retained and would stand out as more dominant after removing small trees around them; views into the forest would be more open.
2. Enhancing large Ponderosa pine and Western larch trees by removing small encroaching vegetation around them.
3. Enhancement of Aspen and Whitebark Pine restoration would increase scenic quality and variety in the landscape.
4. The proposed management activities begin the transition of moving the forest setting on a landscape scale towards the sustainable landscape character by reducing natural fuels.
5. Utilizing existing landings, roads, fire lines and natural fuel breaks as proposed would reduce further visual impacts associated with implementation. In these areas, visual impacts are contained in areas already impacted rather than introducing new impacts.
6. Treatment methods of thinning from below, creating small patch openings and non-commercial thinning are texture changes to the existing dense to mosaic textured landscape and would blend in well.
7. On the landscape scale, by using prescribed fire in a timely manner and in phased treatments, it is expected to reduce the future risk of a potential high intensity wildfire that would affect scenic quality.
8. Fire hazard would be reduced and forest vegetation health and resiliency would be improved around developed recreation facilities of Baker Valley Scenic Viewpoint, Dutch Flat TH, Van Patten Lake TH, Elkhorn Crest TH (Elkhorn Drive Scenic Byway), Anthony Lakes Ski Resort and Recreation Area and Floodwater Flats Recreation Residence tract.

Landscape Character and Scenic Integrity Potential Negative Elements

Stumps would be more evident in some areas of foreground of travel routes and dispersed sites. Coarse woody debris (slash) would be seen along travel routes before under burning, hand or machine piling, and pile burning. This would create a short term negative visual effect until the material is burned, decomposes or is softened by early successional grasses and forbs. The proposed under burning and pile burning may not entirely reduce the slash.

Coarse woody debris (slash) would be seen along Baker Valley Scenic Viewpoint, Dutch Flat TH, Van Patten Lake TH, Elkhorn Crest TH (Elkhorn Drive Scenic Byway), Anthony Lakes Ski Resort and Recreation Area and Floodwater Flats Recreation Residence tract and dispersed recreation sites before under burning, hand or machine piling, and pile burning is accomplished. This would create a short-term negative visual effect until the material is burned, decomposes or is softened by early successional grasses and forbs. The proposed under burning and pile burning may not entirely eliminate the slash.

Prescribed fire has the potential to create larger forms (openings) in the landscape than intended, possibly burn out of the area intended, and/or to burn trees that are desired to be retained for scenic quality or other resource objectives.

Specific Prescriptions Effects

Detailed descriptions of each of the proposed vegetation treatment types and acreage can be found with proposed acres also summarized in Chapter 2. Detailed descriptions of the proposed fuels treatment types and acreage can be found with proposed acres also shown in Chapter 2. Descriptions of proposed transportation system changes can be found in Chapter 2.

Sanitation Harvest (HSA)

This prescription is designed to remove diseased and insect damaged trees and associated trees with a high potential to become infected. The trees to be removed with this prescription in East Face are a mix of Douglas-fir and western larch with mistletoe. The treatment will remove those trees with multiple mistletoe brooms and reduce the incidence of future mistletoe. The objective in these stands will be to promote non-susceptible species in the understory. For example, in stands with Douglas-fir mistletoe treatments will promote ponderosa pine and western larch. From a scenery perspective, removing diseased and insect damaged trees to promote ponderosa pine and western larch trees would be desirable to enhance scenic quality and a sustainable landscape character associated with those stands. This treatment would create a texture change in the landscape viewed from foreground and middleground.

Commercial Thinning Harvest (HTH)

This prescription is designed to stimulate the growth of the desired residual trees. From a scenery perspective, intermediate thinning would remove understory trees to address uncharacteristic species composition, under-represented stand structures and unsustainable tree densities. These treatments would decrease competition and increase growth rates in the residual stand. Thinning from below would also decrease the risk of uncharacteristic disturbance from insects, disease and wildfire by promoting resistant species and increasing crown spacing.

Thinning would cut across a range of tree diameters to address species composition and density. Selecting healthy ponderosa pine and western larch for retention would result in openings at naturally random intervals. Thinning from below opens up the stands by removing the smallest diameter trees, this provides greater viewing distances into the stand which is preferable. The appearance of the stands would be improved by retaining the largest healthier trees, especially Ponderosa pine and Western larch. There would be a variation of spacing between the prescriptions that retain a variety of density patterns and species compositions.

The reduction of tree stocking levels would improve the resilience of the stands by reducing stress and ladder fuels, which reduces the risk of high insect and disease epidemic occurrence, and stand replacement wildfire. These are benefits that contribute to the improvement of scenic stability when carried out at a landscape scale. This treatment would create stumps, slash and soil disturbance that would be visible from foreground views. These effects would be minor within the first one to two years. As regrowth of shrubs and grasses occur these effects would be significantly reduced. Variable density thinning does not create openings that area visible from middleground or background distances. The effects of this prescription would not reduce the scenic integrity of the units.

Shelterwood Harvest (HSH)

Prescriptions in which a stand of trees is established through a series of cuttings designed to facilitate establishment of a new cohort of trees. Due to site conditions, scattered overstory trees are retained to provide some shade or site protection for the regenerating stand beneath it. Once established, the overstory trees can be removed to promote maximum growth and development of the regenerated understory, or retained for structural or habitat needs. From a scenery perspective, shelterwood harvest prescriptions create a more open landscape character where the ground is dominating visually with large scattered overstory trees located in a wide spatial pattern that appears altered in the short and long term until the understory becomes established. The size of openings would not be larger than 40 acres.

Partial Removal Harvest (HPR)

This prescription is the partial removal of the overstory over an established understory. Trees retained in the overstory are at levels adequate to meet green tree recruitment needs. From a scenery perspective, partial overstory removal would create a texture change viewed from foreground, middleground and background. This treatment would create stumps, slash and soil disturbance that would be visible from foreground views. These effects would be minor within the first one to two years. As regrowth of shrubs and grasses occur these effects would be significantly reduced. Overstory removal does not create openings that area visible from middleground or background distances. The effects of this prescription would not reduce the scenic integrity of the units.

Improvement harvest (HIM)

This prescription is thinning and removal of undesirable trees (poor form, damaged condition, ecologically inappropriate species etc.) within a stand for the purpose of improving the growth, composition and quality of the remaining stand. From a scenery perspective, removing diseased and insect damaged trees would be desirable to enhance scenic quality and a sustainable landscape character associated with those stands. This treatment would create a texture change in the landscape viewed from foreground and middleground.

Fuels Harvest (HFU)

This prescription in which trees creating ladder fuels and excess down dead woody material are removed offsite with the use commercial harvest methods. From a scenery perspective, removing ladder fuels and excess down dead woody material to promote ponderosa pine and western larch trees would be desirable to enhance scenic quality and a sustainable landscape character associated with those stands. This treatment would create stumps, slash and soil disturbance that would be visible from foreground views. These effects would be minor within the first one to two years. As regrowth of shrubs and grasses occur these effects would be significantly reduced. This treatment would create a texture change in the landscape viewed from foreground and middleground.

Patch Openings (HPO)

This prescriptions treat about 10% of the stand and create holes that will promote early successional structure and early seral species such as western larch, western white pine. The goal of these treatments would be to create some heterogeneity in stands that are predominately even-aged lodgepole with some associated species. Prescription would create small canopy openings (4 to 6 acres) focusing on promoting pine and larch to improve stands resilience to wildfire and insect and disease outbreaks. Some of these stands would also have an intermediate treatment that will be done outside the openings to reduce densities down to approximately 100 trees per acre. Planting would be used in patch openings to supplement natural regeneration and meet stocking requirements where needed.

From a scenery perspective, where patch openings are done trees are cut in small groups, and new age classes are established in the even-aged lodgepole pine. Openings would be of variable shape and size but not expected to exceed 4 to 6 acres; variety in the landscape would be an enhancement for scenic quality by promoting growth of western larch and western white pine species. This treatment would create a mosaic texture change to the landscape character viewed from foreground, middleground and background.

Precommercial thinning (PCT) t

This prescription is thinning of smaller diameter selected trees in a young stand to stimulate the growth of the remaining trees. May be accomplished by manual or mechanical (slash buster) methods. From a scenery perspective, this treatment reduces stocking levels to promote growth of desirable species, reduce disease, the treat of future insect outbreaks and ladder fuels that increase fire intensity and the occurrence

of crown fires. This would result in a texture change to the existing highly established textured patterns in the dense forest stands resulting in a more varied pattern.

Harvest Methods

Commercial harvest would include ground-based harvesting utilizing a tractor or skidder that would operate on designated trails with selected spacing criteria in combination with whole tree yarding on slopes up to and including 35 percent. Skyline cable yarding would use leave tops attached yarding on slopes exceeding 35 percent. Logs would be either partially or fully suspended to reduce soil disturbance. Helicopter harvesting would occur in areas inaccessible by existing roads or in visually sensitive areas along Elkhorn Drive Scenic Byway on steeper grounds.

The ground based logging system would create visible effects for the first year including ground disturbance, slash and debris, but after a growing cycle these effects would be negligible. Skyline cable yarding systems have the potential to create lines in the landscape from corridors. The corridors would be designed to limit visibility of the linear effects by softening linear edges with feathering or using irregular edges, leaving clumps to create blended edges along units or roads. Helicopter logging systems have the least visual impact and would not create ground disturbance associated with ground based systems.

Fuels Treatments

Fuel treatments are proposed to reduce activity generated and existing natural fuels in the project area. They are designed to reduce the risk of high intensity wildfire and resource damage within the wildland urban interface, in part by reducing ladder and ground fuels. Fuels treatments proposed under this project are designed to move stands from their current structure and development trajectory to conditions more indicative of natural disturbance regimes under pre-Euro-American influences. Strategies for restoring forest structure and function include thinning live trees, and burning surface fuels to reduce the risk of severe crown fires. Objectives in all units include: reduce stand densities in overstocked stands, reduce fir encroachment in pine dominated stands, remove ladder fuels, create defensible fuel profile zones in strategically sound locations, return fire as a disturbance factor at the landscape level, and promote healthy fire resilient stands where appropriate.

On the landscape scale, by using prescribed fire in a timely manner and in phased treatments, it is expected to reduce the future risk of a potential high intensity wildfire that would affect scenic quality. Prescribed fire has the potential to create larger forms (openings) in the landscape than intended, possibly burn out of the area intended, and/or to burn trees that are desired to be retained for scenic quality or other resource objectives. The benefits of reducing fuels in the project area are complimentary for sustaining scenic quality.

Prescribed Burn Units - Over the next 10 years, prescribed burning would occur when weather and fuel conditions are appropriate to meet the objectives for each unit. No more than 10% of the available forage within the project area would be burned per year. Existing plantations and precommercial thinning areas would be avoided during burn layout and implementation. Control lines would include roads, machine lines, hand lines and natural barriers.

Fuels Reduction Mechanical (WFM) - consists of pre-commercial sized tree density management followed by a surface fuels reduction using a combination of hand work, mastication (slash busting) or grapple piling where surface fuel loadings exceed 15 tons/acre. Mechanical activities would not be allowed within PACFISH buffers in these units.

Fuels Reduction Hand Work Only (WFH) - treatments are designed to remove ladder fuels and manage understory tree density at appropriate levels using manual methods. Ladder fuels are defined as trees (less than 9" DBH) growing under the drip line of the dominant and co-dominant trees within the project area. These trees provide a ladder for flames into the crowns of the larger trees increasing the probability for high crown fire. Dead and down fuels would also be also be piled and burned.

Pre-commercial Thin (PCT) - Manual pre-commercial thinning of past harvest units would result in variable spacing (14-20 feet between trees) including retention of approximately 10% of untreated area to provide for wildlife habitat needs. Species preference will be western larch, ponderosa pine and Douglas-fir. Riparian areas may be treated.

Roadside Hazard Trees

Danger trees (standing trees that present a hazard to people due to conditions such as, but not limited to, deterioration or physical damage to the root system, trunk, stem, or limbs and the direction of the lean of the tree would allow that tree to reach the roadway if it fell) would be cut along all haul roads (approximately 15 trees/mi). If the trees are within no-activity RHCA buffers as described previously or needed to meet down wood requirements they would be cut and left on site. If they are outside of those areas or not required to be retained for other resource needs and are of commercial value, they may be removed with this timber sale.

Danger trees would be felled and removed along all haul routes used for timber sale activity and around campgrounds, trails, and trailheads in the project area. Removing large trees would create new stumps in foreground areas of dispersed recreation sites and scenic roads, but the scale would be small and maintain scenic quality.

No Direct, Indirect, or Cumulative Effects

The following activities associated with the East Face project are of such limited and constrained nature that they would have no effect on Old Growth resources.

- Planting
- Snag Retention
- Whitebark Pine treatments
- Bridge Replacement
- Culvert Replacement

These activities and their effects will not be discussed further in the effects to Scenery.

Direct and Indirect Effects

Alternative 1 – No Action

A no action alternative would have no short term effects to scenic integrity, or scenic stability. Existing scenery integrity and scenic stability would remain the same. The indirect long term effects related to the existing conditions and trends could be substantial. The overstocked stands are under greater and greater stress which is likely to lead to insect and disease epidemics. Fuel loads within the stands increase the hazards of stand replacement fire. All of these conditions will continue to degrade the scenic stability. In the event of a stand replacement fire the scenic integrity would likely be greatly reduced by uncharacteristic fire because the firefighting opportunities would be limited due to fuel conditions that effect flame lengths.

The No Action Alternative would maintain the existing range of Low, Moderate and High Landscape Character and Scenic Integrity (condition). Refer to the earlier section for the visual description of general appearance of Landscape Character and Scenic Condition in the important interactions section. In the short term, the landscape would remain as a mosaic pattern of natural appearing to slightly altered and altered landscape character and scenic condition as it currently exists. The vegetative component of the landscape would continue to grow through the pattern of natural succession with a high risk of future disturbance, primarily wildfire. Forest succession that has resulted from fire suppression shapes forest landscapes, the highly textured tree density patterns would continue to dominate the landscape character where they exist. Scenic quality of landscape character and scenic condition would have very low human intervention with nature taking its course. Disturbance to the existing landscape that would occur through

mechanical disturbance related to activities of tree removal and prescribed burning would not occur. The opportunity to enhance scenic quality, improve the forested setting and enhancement of large tree character, Quaking stands and Whitebark pine stands would not be done. A transitional approach to treating the landscape by moving the landscape character towards a more sustainable forest setting that is more resilient to fire; disease and/or bug infestations would not be done. Consequently, the risk of large-scale disturbance patterns, which are out of their natural disturbance regime, would remain at current levels.

The high fuel loadings have the potential to result in a sudden change to the landscape character that could result from a wildfire that would be seen as a burned off area, or the landscape would continue to be affected by diseased tree and associated tree mortality. The current insect and disease infestations could continue to affect the landscape character visually from a healthy green canopy to one that is predominately brown, the insect and disease would spread out of the areas that are currently affected. In the case of wildfire, the landscape character could dramatically change from a forested green setting to an area dominated by the visual evidence of wildfire. Fire intensity patterns would probably range from low to moderate to high viewed in the foreground and middleground from the travel routes. The visual effects of a large scale wildfire would change the landscape character from a highly green textured pattern to a black, brown, and green interwoven landscape pattern. Wildfire visual characteristics would be dominant and evident for 5 to 10 years or more; snags would be created as a result of wildfire. The snags would be dominant for at least 5 years, and then begin to fall and create a jackstraw effect viewed along the travel corridors and would appear visually out of character for a natural appearing landscape. In general, natural forest disturbances that result in extensive areas of dead or dying trees are perceived negatively. There would be some risk to losing the highly valued larger Ponderosa Pine, Western Larch and Douglas-fir if a wildfire were to occur. A sustainable green scenic forest may not be maintained over time because of this high disturbance risk related to high fuel loadings and potential for catastrophic wildfire.

Summary of Effects

The no action alternative would not address the vegetation conditions that are the beyond the historic range of variability. Alternative 1 would not reduce the risk uncharacteristic wildfire that could cause undue effects to scenery, nor will it move the stands toward the desired condition.

Alternative 2 – Proposed Action

The treatments in Alternative 2 would serve to improve the overall scenic stability by addressing the conditions that put scenic attributes at risk of stand replacement fire and insect and disease epidemics. It is not expected that the risk would be eliminated. However, the treatments would improve opportunities for firefighters to minimize the fire effects. The treatments would improve the long term scenic integrity, by opening the stands up for increased visibility and visual diversity. Forest structure would be moved toward conditions historically present and the risk of high severity disturbance on the landscape, including within riparian area, would be reduced through a combination of commercial thinning, non-commercial thinning, and prescription burning. Commercial products would be produced by these activities. The logging activities would cause short term effects that would reduce scenic integrity for a period of 1-3 years. Ground based logging would create visible effects for the first year including ground disturbance, slash and debris, but after a growing cycle these effects would be negligible. Skyline cable yarding systems have the potential to create lines in the landscape from corridors. The corridors would be designed to limit visibility of the linear effects by softening linear edges with feathering or using irregular edges, leaving clumps to create blended edges along units or roads. In areas where helicopter logging systems are used, effects would be minimal. See effects common to all action alternatives.

Alternative 2 would improve forest health, resiliency to disturbance, reduce the risk of wildfire within the wild urban interface, and provide economic benefit to the local economy. Alternative 2 treatments would improve scenic stability from moderately high to low where “all dominant scenery attributes of the valued scenic character are present and are likely to be sustained” (pg19, App. J). The appearance of the stands

would be improved by making them appear healthier. These treatments would create stumps, slash and soil disturbance would be visible from foreground views. These effects would be minor within the first one to two years. As regrowth of shrubs and grasses occur these effects would be significantly reduced. These treatments would not create openings that area visible from middleground or background distances. The effects of this prescription would not reduce the scenic integrity of the viewsheds as they are expected to be negligible within 2-3 years.

The following describes effects specific to each scenic viewshed:

Elkhorn Drive Scenic Byway (State Highway 73) and Interstate 84– Retention VQO Foreground, Retention to Partial Retention VQO Middleground/Background

The immediate foreground (up to 300' distance zone), FG (up to ½ mile distance zone) and middleground (up to 4 miles distance zone) of the Elkhorn Drive Scenic Byway travel route and background views from Interstate 84 is highly sensitive for any new visual impacts, maintaining large trees and reducing the visual effects of logging systems and activity along the travel route is a high priority.

Alternative 2 would increase visibility into stands along Elkhorn Drive Scenic Byway from the forest boundary to Anthony Lakes Recreation Area by removing trees in the foreground enhancing large tree character, opening up the mid canopy, and creating greater foreground diversity. The density and resulting canopy closure will vary by plant association with the driest types at a lower density. This would result in a texture change to the existing highly established textured patterns in the dense forest stands resulting in a more varied pattern. The commercial thinning treatments would leave the pine and larch species that have the desired large tree character, and greater fire resiliency. This effort would improve the scenic character and the scenic stability of the area. Landscape character changes would be seen as thinned out stands of trees and a more open forested canopy character. Alternative 2 would improve species composition, stand density, and reduce ladder fuels and canopy closure.

These prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative. The following chart displays the vegetation management units and fuels treatments unique to the Elkhorn Drive Scenic Byway and Interstate 84.

<table>
<tr><th colspan="4">Landscape Viewsheds – Alternative 2 Elkhorn Drive Scenic Byway & Interstate 84</th></tr>
<tr><td colspan="3">Vegetation Treatment
Commercial Thinning (HTH)
Sanitation Harvest (HSA)
Shelterwood Harvest (HSH)
Partial Removal (HPR)
Improvement Harvest (HIM
Fuels Harvest (HFU)
Patch Opening (HPO)
Precommercial Thinning (PCT)
Fuels Treatment Priority Areas
High (1), Moderate (2), Low (3) for treatment
Prescribed Burning</td><td>Scenic Concern and Design Features to address issue.

Does proposed activity meet VQO?

Viewshed & Visual Quality Objectives in Forest Plan.</td></tr>
<tr><td>Unit #
Acres</td><td>Vegetation Treatment & Logging System
Tractor</td><td>Fuels Treatment Priority
1, 2, 3
Post-Harvest</td><td>Using helicopter logging systems, existing roads and designated skid trails with tractor ground based logging minimizes impacts. Locating skylines to angle away from viewing areas and feathering edges of corridors would help to blend in edges. Hand pile and burn</td></tr>
</table>

	Skyline Helicopter Prescribed Burning Precommercial Thinning (PCT) Handwork (WFM) Handwork (WFH)	JP (Jackpot burn) GP (Grapple Pile) HP (Handpile) Plant Whipfell Precommercial Thin (PCT)	pile techniques reduce visual impacts in site specific destination areas. Does proposal meet VQO? Elkhorn Scenic Byway & Interstate 84 Retention VQO FG and Partial Retention VQO MG/BG
Unit 118 12 acres	HIM Skyline	Fuel Priority = 1 Plant	(MA1 and MA16) There are vegetation management units and fuel treatments proposed in the foreground and middleground area of the Elkhorn Drive Scenic Byway. Treatment is predominately hand work in immediate foreground/foreground and ground based logging systems with some skyline and helicopter at the lower to upper elevations. Existing vegetative screening and narrowed views along the narrow canyon road corridor limits the viewer's field of vision to foreground in most areas. This area of the viewshed is located from the forest boundary to section 11 where the travel route straightens out, including an isolated parcel just outside the forest boundary. The 18 units combine to treat approximately 652 acres along the lower 1/3 of the winding steep canyon roadside. The treatment proposed includes 293 acres Improvement Thinning (HIM), 86 acres Commercial Thinning (HTH), 37 acres Fuels Harvest (HFU), and 122 acres Sanitation Harvest (HSA). Non-commercial treatments include 87 acres Handwork (WFH) and 27 acres Handwork (WFM). Most commercial treatment would be done with tractor based systems; skyline logging systems would be done in 4 units (120, 122, 123, 127) and helicopter logging in 2 units (132,133). Approximately 3/4 of the proposed treatment is a mix of improvement thinning and commercial thinning along the travel route with tractor based logging systems or skyline logging systems. The remainder of the treatment is sanitation harvest with tractor or helicopter logging systems. A small area along the roadside would have fuels reduction hand work only. A temporary road is proposed near the powerline corridor in unit 120 and in unit 123. The visual effects along this segment of the travel route would range from thinning activities on both sides of the road with areas of untreated corridors near riparian areas. The winding steep road narrows the view to foreground. The powerline corridor crosses the road in one area before eventually paralleling the travel corridor as the road straightens out following the valley landform. The visual effects of each treatment type are listed under effects common to all alternatives. All proposed treatments would cause textural changes to the landscape character, the least impact to the existing highly textured landscape patterns. The powerline corridor and highway would benefit from fuels reduction making the access in and out of Anthony Lakes safer and protecting the powerline corridor from potential uncharacteristic wildfire. Meets Retention VQO with High Scenic Integrity
Unit 119 31 acres	HTH Tractor	Fuel Priority = 1 GP, HP	
Unit 120 24 acres	HTH Tractor – 9 acres Skyline – 15 acres	Fuel Priority = 1 GP, HP	
Unit 121 20 acres	HIM Tractor	Fuel Priority = 1 GP,HP	
Unit 122 33 acres	HTM Skyline	Fuel Priority = 1 GP, Plant	
Unit 123 23 acres	HIM Tractor – 11 acres Skyline – 11 acres	Fuel Priority = 1 GP, Plant	
Unit 124 117 acres	HIM Tractor	Fuel Priority = 1 GP, HP	
Unit 125 12 acres	HIM Tractor	Fuel Priority = 1 GP, HP	
Unit 126 69 acres	HIM Tractor – 51 acres Skyline – 18 acres	Fuel Priority = 1 GP, HP	
Unit 127 37 acres	HFU Skyline	Fuel Priority = 1 GP, Plant	
Unit 128 107 acres	HSA Tractor	Fuel Priority = 1 HP	
Unit 129 6 acres	HTH Tractor	Fuel Priority = 1 HP	
Unit 130 24 acres	HIM Tractor	Fuel Priority = 1 HP	
Unit 131 25 acres	HTH Tractor	Fuel Priority = 1 HP	
Unit 132 16 acres	HIM Helicopter	Fuel Priority = 1 GP, Plant	
Unit 133 15 acres	HSA Helicopter	Fuel Priority = 1 GP, Plant	
Unit 301 87 acres	WFH	Fuel Priority = 1 HP	
Unit 425 27 acres	WFM	Fuel Priority = 1 HP	
Unit 134 241 acres	HIM Helicopter	Fuel Priority = 1 GP, Plant	(MA1, MA15, MA3, MA6, MA16) There are vegetation management units and fuel treatments proposed in the foreground and middleground area of the Elkhorn Drive Scenic Byway. Treatment is predominately hand work in immediate foreground/foreground with some skyline and helicopter at the upper elevations. Existing vegetative screening and narrowed views along the narrow canyon road corridor limits the viewer's field of vision to foreground in most areas except for Baker Valley Viewpoint which
Unit 135 20 acres	HFU Helicopter	Fuel Priority = 1 GP, Plant	
Unit 138 20 acres	HFU Tractor	Fuel Priority = 1	
Unit 139 12 acres	HFU Tractor	Fuel Priority = 1 HP	

Unit 302 45 acres	WFH	Fuel Priority = 1 HP	allows a distant view out of the project area. This area of the viewshed is located from section 11 where the travel route straightens out to the Anthony Lakes Recreation Area. The 12 units combine to treat approximately 1096 acres along the 4 ½ miles of the roadside. The treatment proposed includes 241 acres Improvement Thinning (HIM), 52 acres Fuels Harvest (HFU) and Non-commercial treatments include 221 Precommercial Thinning (PCT), 528 acres Handwork WFH and 54 acres Handwork WFM. All commercial treatment would be done with helicopter logging in unit 134 along the first mile and ½ of the foreground. The rest of the treatment would be non-commercial handwork along both sides of the foreground to Van Patten Lake area then treatment would only be done on the north side of the highway to Anthony Lakes Recreation Area. The visual effects would be minimal along the travel route. No new linear corridors would be introduced from logging systems or temporary roads, opened roads. The visual effects of each treatment type are listed under the effects common to all alternatives. The powerline corridor and highway would benefit from fuels reduction making the access in and out of Anthony Lakes safer and protecting the powerline corridor from potential uncharacteristic wildfire. Meets Retention VQO with High Scenic Integrity
Unit 306 112 acres	WFH	Fuel Priority = 1 HP	
Unit 307 258 acres	WFH	Fuel Priority = 1 HP	
Unit 308 221 acres	PCT	Fuel Priority = 1 GP	
Unit 431 54 acres	WFM	Fuel Priority = 1 HP	
Unit 357 85 acres	WFH	Fuel Priority = 1 HP	
Unit 358 11 acres	WFH	Fuel Priority = 1 HP	
Unit 359 17 acres	WFH	Fuel Priority = 1 HP	
The following units are located as a background view from I-84			
Unit 6 16 acres	HIM Tractor	Fuel Priority = 1 PCT, GP	(MA1 and MA3) The following units combine to treat the background viewed from I-85. At that distance, the units are viewed in the larger landscape scale and blend to create one mosaic textural pattern change viewed from Shaw Mountain viewing south to High Mountain and Antone Butte. In the north end of the project near Summit Spring Hill the background viewed from I-84 and the community of Union the landscape character would be a texture change associated with fuels reduction hand work and mechanical work, and pre commercial thinning. No lines would be introduced with new or temporarily opened road corridors or skyline logging systems. In the middle area from Wolf Creek drainage to Gorham Butte the background view from I-84 and community of North Powder the landscape character would be maintained with non-commercial thinning handwork and mechanical hand work. There would be several commercial thinning units done around North Fork Anthony Creek with tractor logging systems and some skyline. This would not be noticeably visible from the background viewing distance zone. The south end of the project area would have pre commercial thinning, and non-commercial hand work. Areas of Improvement Thinning would be intermixed in with the non-commercial treatment and blend in to the landscape. This would result in a texture change to the existing highly established textured patterns in the dense forest stands resulting in a more varied pattern. The visual effects of each treatment type are listed under the effects common to all alternatives. All proposed treatments would cause textural changes to the landscape character, the least impact to the existing highly textured
Unit 7 8 acres	HIM Tractor	Fuel Priority = 1 GP	
Unit 27 16 acres	HIM Skyline	Fuel Priority = 3 GP, Plant	
Unit 28 32 acres	HFU Tractor	Fuels priority = 1 JB, HP	
Unit 29 43 acres	HIM Tractor	Fuel Priority = 1 JB, GP	
Unit 30 47 acres	HIM Tractor	Fuel Priority = 1 HP	
Unit 31 34 acres	HFU Tractor	Fuel Priority = 1 HP	
Unit 32 33 acres	HIM Tractor	Fuel Priority = 1 HP	
Unit 33 20 acres	HTH Tractor	Fuel Priority = 1 GP, HP	
Unit 34 16 acres	HTH Skyline	Fuel Priority = 2 GP	
Unit 41 38 acres	HIM Skyline	Fuel Priority = 1 HP	
Unit 42 21 acres	HIM Tractor	Fuel Priority = 1 GP, Plant	
Unit 72 30 acres	HTH Tractor	Fuel Priority = 2	
Unit 73 6 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 74 43 acres	HTH Skyline	Fuel Priority = 2 HP	
Unit 75 55 acres	HTH Skyline	Fuel Priority = 2 HP	

Unit 76 75 acres	HTH Tractor	Fuel Priority = 1 GP	landscape patterns. Meets Retention to Partial Retention VQO's and High to Moderate Scenic Integrity viewed from I-84 and the community of North Powder.
Unit 77 17 acres	HTH Tractor	Fuel Priority = 1 JB, GP	
Unit 78 19 acres	HTH Tractor	Fuel Priority = 1 JB, GP	
Unit 79 9 acres	HIM Tractor	Fuel Priority = 1	
Unit 80 10 acres	HTH Tractor	Fuel Priority = 1 PCT, GP	
Unit 81 58 acres	HIM Skyline	Fuel Priority = 3 GP	
Unit 100 59 acres	HIM Tractor	Fuel Priority = 3 HP	
Unit 101 32 acres	HIM Skyline	Fuel Priority = 3 HP	
Unit 102 82 acres	HTH Skyline	Fuel Priority = 2 Plant	
Unit 103 35 acres	HTH Tractor	Fuel Priority = 2 HP	
Unit 104 26 acres	HTH Tractor	Fuel Priority = 3 HP	
Unit 105 18 acres	HTH Tractor	Fuel Priority = 3 HP	
Unit 106 10 acres	HTH Tractor	Fuel Priority = 3 HP	
Unit 108 26 acres	HSH Skyline	Fuel Priority = 1 Plant, Whipfell	
Unit 109 41 acres	HIM Helicopter	Fuel Priority = 1 GP, Plant	
Unit 110 35 acres	HIM Tractor	Fuel Priority = 1 GP, HP	
Unit 111 7 acres	HTH Tractor	Fuel Priority = 1 GP, HP	
Unit 112 164 acres	HTH Tractor	Fuel Priority = 2 GP, HP	
Unit 113 29 acres	HIM Skyline	Fuel Priority = 2 HP	
Unit 114 21 acres	HSH Tractor	Fuel Priority = 2 GP, HP, Whipfell	
Unit 115 29 acres	HTH Tractor	Fuel Priority = 2 GP, HP	
Unit 116 33 acres	HTH Skyline	Fuel Priority = 2 GP, HP	
Unit 117 115 acres	HIM Tractor – 85 acres Skyline – 30 acres	Fuel Priority = 1 GP, HP	
Unit 141 39 acres	HIM Skyline	Fuel Priority = 1 GP, Plant	
Unit 142 18 acres	HIM Skyline	Fuel Priority = 1 GP, HP	
Unit 145 30 acres	HTH Tractor	Fuel Priority = 2 GP, HP	
Unit 303 22 acres	WFH	Fuel Priority = 2 HP	
Unit 304 118 acres	PCT	Fuel Priority = 2 HP	
Unit 305 406 acres	PCT	Fuel Priority = 2 HP	
Unit 321	PCT	Fuel Priority = 2	

26 acres			
Unit 323 30 acres	PCT	Fuel Priority = 2	
Unit 324 29 acres	PCT	Fuel Priority = 2	
Unit 327 119 acres	PCT	Fuel Priority = 2 Plant	
Unit 328 88 acres	WFH	Fuel Priority = 2 GP	
Unit 329 34 acres	PCT	Fuel Priority = 2	
Unit 330 29 acres	PCT	Fuel Priority = 1	
Unit 331 25 acres	PCT	Fuel Priority = 1 HP	
Unit 332 85 acres	PCT	Fuel Priority = 1 HP	
Unit 333 150 acres	PCT	Fuel Priority = 1 HP	
Unit 334 10 acres	PCT	Fuel Priority = 1	
Unit 335 67 acres	WFH	Fuel Priority = 1	
Unit 336 368 acres	WFH	Fuel Priority = 2	
Unit 337 29 acres	PCT	Fuel Priority = 1 Plant	
Unit 338 140 acres	WFH	Fuel Priority = 1 GP	
Unit 339 24 acres	PCT	Fuel Priority = 1 Plant	
Unit 340 132 acres	WFH	Fuel Priority = 1 GP	
Unit 345 14 acres	PCT	Fuel Priority = 1	
Unit 346 14 acres	PCT	Fuel Priority = 1	
Unit 347 21 acres	PCT	Fuel Priority = 1	
Unit 348 26 acres	PCT	Fuel Priority = 1	
Unit 349 7 acres	PCT	Fuel Priority = 1	
Unit 350 15 acres	PCT	Fuel Priority = 1	
Unit 351 14 acres	PCT	Fuel Priority = 1	
Unit 352 15 acres	PCT	Fuel Priority = 1	
Unit 353 209 acres	WFH	Fuel Priority = 2 GP	
Unit 354 71 acres	PCT	Fuel Priority = 1 Plant	
Unit 355 92 acres	WFH	Fuel Priority = 1 GP	
Unit 356 37 acres	WFM	Fuel Priority = 1 GP	
Unit 360 33 acres	PCT	Fuel Priority = 1 Plant	
Unit 361	WFH	Fuel Priority = 1	

45 acres		Plant	
Unit 362 99 acres	WFM	Fuel Priority = 1 HP	
Unit 363 79 acres	PCT	Fuel Priority = 1 HP	
Unit 364 202 acres	WFM	Fuel Priority = 1	
Unit 368 102 acres	PCT	Fuel Priority = 1 HP	
Unit 372 10 acres	WFH	Fuel Priority = 1 GP	
Unit 373 184 acres	WFM	Fuel Priority = 1 HP	
Unit 374 299 acres	WFH	Fuel Priority = 1 HP	
Unit 382 43 acres	PCT	Fuel Priority = 1 HP	
Unit 383 60 acres	WFH	Fuel Priority = 1 Plant	
Unit 384 15 acres	WFH	Fuel Priority = 1 HP	
Unit 385 24 acres	PCT	Fuel Priority = 1 HP	
Unit 386 59 acres	WFM	Fuel Priority = 1 HP	
Unit 387 47 acres	PCT	Fuel Priority = 1 HP	
Unit 388 20 acres	PCT	Fuel Priority = 1 HP	
Unit 389 40 acres	PCT	Fuel Priority = 1 HP	
Unit 390 27 acres	WFH	Fuel Priority = 2 HP	
Unit 391 6 acres	WFH	Fuel Priority = 2	
Unit 392 25 acres	WFH	Fuel Priority = 3	
Unit 393 253 acres	WFH	Fuel Priority = 1 GP	
Unit 394 223 acres	WFM	Fuel Priority = 1 HP	
Unit 429 43 acres	WFM	Fuel Priority = 2 HP	
Unit 417 148 acres	WFM	Fuel Priority = 1 HP	BLM The BLM units are located on the north end of the project area in middleground and background views from I-84 and the community of Union. The proposed treatment units are primarily non-commercial treatment consisting of 8 units totaling 589 acres. There would be 185 acres of pre commercial thinning (PCT), 333 acres of hand work fuels reduction (WFM), 33 acres of commercial thinning (HTH) and 38 acres of Partial Removal Harvest (HPR). In the north end of the project near Summit Spring Hill the background viewed from I-84 and the community of Union the landscape character would be a texture change associated with fuels reduction hand work and mechanical work, and pre commercial thinning. No lines would be introduced with new or temporarily opened road corridors or skyline logging systems. The visual effects of each prescription are described under effects common to all alternatives.
Unit 418 80 acres	PCT	Fuel Priority = 1 HP	
Unit 419 78 acres	PCT	Fuel Priority = 1 HP	
Unit 420 27 acres	PCT	Fuel Priority = 1 HP	
Unit 421 142 acres	WFM	Fuel Priority = 1 Plant	
Unit 3 33 acres	HTH Skyline	Fuel Priority = 1 HP	
Unit 4 18 acres	HPR Tractor	Fuel Priority = 1 GP	

Unit 5 20 acres	HPR Skyline	Fuel Priority = 1 HP	All proposed treatments would cause textural changes to the landscape character, the least impact to the existing highly textured landscape patterns. Meets Retention to Partial Retention VQO's and High to Moderate Scenic Integrity viewed from I-84.

Summary of Effects

Alternative 2 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity to a minimum, meeting all standards.

Alternative 3

The direct and indirect effects of Alternative 3 would be the same as Alternative 2 except amount of commercial thinning density and non-commercial thinning/fuels reduction would be reduced. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Elkhorn Drive Scenic Byway & Interstate 84 for a description of the scenic effects. From a scenery perspective, Alternative 3 would maintain a higher level of scenic integrity after implementation due to maintaining more color and texture viewed in the foreground and not construction a temporary road near the powerline corridor. Overall, there would be less treatment in along the Elkhorn Drive Scenic Byway, especially in the segment from the forest boundary to section 11 and the area between Van Patten Lake TH access road to the Anthony Lakes Recreation Area. The view of the middleground/background from I-84 would be the same as Alternative 2.

Alternative 3 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 3 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level. Reopening overgrown roads and constructing temporary roads would not occur further reducing visual effects of introducing linear corridors.

Alternative 4

The direct and indirect effects of Alternative 4 would be the same as Alternative 2 except the method of fuel reduction would change from commercial to non-commercial over a large number of acres. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Elkhorn Drive Scenic Byway & Interstate 84 for a description of the scenic effects. Overall, the treatment along the Elkhorn Drive Scenic Byway would be the same since this is all located in Priority 1 areas. The view of the middleground/background from I-84 would be the same as Alternative 2 since most of the area is along a WUI, Priority 1 area.

These prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 4 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level.

Alternative 5

The direct and indirect effects of Alternative 5 would be the same as Alternative 2 except roads would be open longer to accommodate biomass opportunities in the non-commercial thinning/fuels reduction units. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Elkhorn Drive Scenic Byway & Interstate 84 for a description of the scenic effects. From a scenery perspective, Alternative 5 would remove more fuels along the foreground of Elkhorn Drive Scenic Byway if biomass removal is done. The view of the middleground/background from I-84 would be the same as Alternative 2.

Alternative 5 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 5 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level while removing more fuels along the foreground area of Elkhorn Drive Scenic Byway.

Anthony Lakes Recreation Area- Retention FG/MG

Alternative 2 – Proposed Action

The immediate foreground (up to 300' distance zone), foreground (up to ½ mile distance zone) and middleground (up to 4 miles viewing distance) of the Anthony Lakes Recreation Area and Floodwater Flats is highly sensitive for any new visual impacts. Maintaining large trees and minimizing visual impacts is important.

Alternative 2 would increase visibility into stands along the Elkhorn Drive Scenic Byway and Floodwaters Flats by opening up the mid canopy and creating greater foreground diversity. The pre commercial thinning and commercial harvest treatments would leave the pine and larch species that have the desired large tree character, and greater fire resiliency. This effort would improve the scenic character and the scenic stability of the area. Alternative 2 would improve species composition, stand density, and reduce ladder fuels and canopy closure. These prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative. The following chart displays the vegetation management units and fuels treatments unique to the Anthony Lakes Recreation Area.

<table>
<tr><th colspan="4">Landscape Viewsheds – Alternative 2 Anthony Lakes Recreation Area</th></tr>
<tr><td colspan="3">Vegetation Treatment
Commercial Thinning (HTH)
Sanitation Harvest (HSA)
Shelterwood Harvest (HSH)
Partial Removal (HPR)
Improvement Harvest (HIM
Fuels Harvest (HFU)
Patch Opening (HPO)
Precommercial Thinning (PCT)
Fuels Treatment Priority Areas
High (1), Moderate (2), Low (3) for treatment
Prescribed Burning</td><td>Scenic Concern and Design Features to address issue.

Does proposed activity meet VQO?

Viewshed & Visual Quality Objective Forest Plan</td></tr>
<tr><td>Unit #</td><td>Vegetation</td><td>Fuel Treatment</td><td>Using existing roads and designated skid trails minimizes impacts.</td></tr>
</table>

Acres	**Treatment & Logging System** Tractor Skyline Helicopter Prescribed Burning Precommercial Thinning (PCT) Handwork (WFM) Handwork (WFH)	High, Moderate, Low **Post-Harvest** JB (Jackpot Burn) GP (GrapplePile) HP (Handpile) Plant Whipfell	Hand pile and burn pile techniques reduce visual impacts in site specific destination areas. Does proposal meet VQO? Anthony Lakes Recreation Area Retention FG/MG to Partial Retention MG.
Unit 309 75 acres	PCT	Fuel Priority = 2 HP	(MA1, MA6, MA16) There are 4 vegetation management units and fuel treatments proposed in the immediate foreground, foreground and middleground area of the Anthony Lakes Recreation Area and Floodwater Flats residential tract. The proposed treatment units are primarily non-commercial treatment consisting of 75 acres of Pre commercial thinning (PCT) and 1091 acres of hand work fuels reduction (WFH). All treatment is located in 2 units (311 and 312) located around the main travel corridor of Elkhorn Drive Scenic Byway and north of Anthony Lake and Anthony Lake CG. The treatment would be highly visible around Floodwater Flats as a high priority to reduce fuels and create a more safe fire resistant forested landscape. The visual effects along this segment of the travel route would range from thinning activities on both sides of the road with areas of untreated corridors near riparian areas. The visual effects of each treatment type are listed under the common effects section. Meets Retention to Partial Retention VQO's and High to Moderate Scenic Integrity viewed from Anthony Lakes Recreation Area and Floodwater Flats.
Unit 310 351 acres	WFH	Fuel Priority = 2 HP	
Unit 311 316 acres	WFH	Fuel Priority = 1 HP	
Unit 312 424 acres	WFH	Fuel Priority = 1 HP	

Summary of Effects

Alternative 2 will move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity to a minimum, meeting all standards.

Alternative 3

The direct and indirect effects of Alternative 3 would be the same as Alternative 2 except the amount of commercial and non-commercial thinning/fuels reduction would be reduced. There would be no treatment in allocation old growth habitat, unroaded areas, no construction of temporary roads or overgrown roads and no regeneration harvests or treatment within connective corridor units. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Anthony Lakes Recreation Area for a description of the scenic effects. From a scenery perspective, Alternative 3 would be the same as Alternative 2; the only difference is unit 310 would be dropped. The result would be less textural changes noticed from a middleground view from Anthony Lakes Ski Area.

Alternative 3 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 3 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level.

Alternative 4

The direct and indirect effects of Alternative 4 would be the same as Alternative 2 except the amount of commercial thinning density/fuels reduction would be reduced. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Anthony Lakes Recreation Area for a description of the scenic effects. From a scenery perspective, Alternative 4 would maintain a similar level of scenic integrity as Alternative 2 after implementation. Overall, the treatment around the Anthony Lakes Recreation Area would be the same since this is all located in Priority 1 areas with the exception of unit 310 which would be priority 2.

Alternative 4 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 4 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level.

Alternative 5

The direct and indirect effects of Alternative 5 would be the same as Alternative 2 except roads would be open longer to accommodate biomass opportunities in the non-commercial thinning/fuels reduction units. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Anthony Lakes Recreation Area for a description of the scenic effects. From a scenery perspective, Alternative 5 would remove more fuels around the foreground of Anthony Lakes Recreation Area if biomass removal is done. Overall, the treatment around Anthony Lakes Recreation Area would be the same as Alternative 2 with more fuels removal done.

Alternative 5 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 5 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level while removing more fuels around Anthony Lakes Recreation Area.

Ladd Canyon Forest Road 43 to Anthony Lakes Recreation Area – Partial Retention to Modification FG/MG

Alternative 2 – Proposed Action

The immediate foreground (up to 300' distance zone) and FG (up to ½ mile distance zone) of Ladd Canyon Forest Road 43 to Anthony Lakes Recreation Area is moderately sensitive for any new visual impacts and maintaining large trees, diversity of vegetation are important.

Alternative 2 would increase visibility into stands along the Ladd Canyon Forest Road 43 by opening up the mid canopy and creating greater foreground diversity. The partial removal and commercial harvest treatments would leave the pine and larch species that have the desired large tree character, and greater fire resiliency. This effort would improve the scenic character and the scenic stability of the area. Alternative 2 would improve species composition, stand density, and reduce ladder fuels and canopy closure. These prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative. The following chart displays the vegetation management units and fuels treatments unique to the Ladd Canyon Forest Road 43 travel route.

<table>
<tr><th colspan="4">Landscape Viewsheds – Alternative 2 Ladd Canyon to Anthony Lakes Recreation Area</th></tr>
<tr><td colspan="3">Vegetation Treatment
Commercial Thinning (HTH)
Sanitation Harvest (HSA)
Shelterwood Harvest (HSH)
Partial Removal (HPR)
Improvement Harvest (HIM
Fuels Harvest (HFU)
Patch Opening (HPO)
Precommercial Thinning (PCT)
Fuels Treatment Priority Areas
High (1), Moderate (2), Low (3) for treatment
Prescribed Burning</td><td>Scenic Concern and Design Features to address issue.

Does proposed activity meet VQO?

Viewshed & Visual Quality Objective Forest Plan</td></tr>
<tr><td>Unit #
Acres

Ladd Road</td><td>Vegetation Treatment & Logging System
Tractor
Skyline
Helicopter
Prescribed Burning
Precommercial Thinning (PCT)
Handwork (WFM)
Handwork (WFH)</td><td>Fuel Treatment
High, Moderate, Low
Post-Harvest
JB (Jackpot Burn)
GP (Grapple Pile)
HP (Hand pile)
Plant
Whipfell</td><td>Using existing roads and designated skid trails with tractor ground based logging minimizes impacts. Locating skylines to angle away from viewing areas and feathering edges of corridors would help to blend in edges. Hand pile and burn pile techniques reduce visual impacts in site specific destination areas.

Does proposal meet VQO?

Ladd Canyon range of VQO from Partial Retention FG/MG to Modification FG/MG.</td></tr>
<tr><td>Unit 1
18 acres</td><td>HTH
Skyline</td><td>Fuels priority = 2
JP, HP</td><td rowspan="4">(MA1 and MA3A) North half of travel route to Unit 55
There are vegetation management units and fuel treatments proposed in the foreground and middleground area of the Ladd Canyon Forest Road 43. This area of the viewshed is located from the north forest boundary to Unit 55 where the character of the travel route enters the La Grande Watershed Area. The 38 units combine to treat approximately 1589 acres along the foreground and some middleground. The treatment proposed includes 364 acres Improvement Thinning (HIM), 130 acres Commercial Thinning</td></tr>
<tr><td>Unit 2
62 acres</td><td>HSA
Tractor</td><td>Fuels Priority = 3
JB, PCT, GP</td></tr>
<tr><td>Unit 8
25 acres</td><td>HIM
Tractor</td><td>Fuel Priority = 2
JB, GP</td></tr>
<tr><td>Unit 9
10 acres</td><td>HIM
Skyline</td><td>Fuel Priority = 2
JB, HP</td></tr>
</table>

Unit 10 18 acres	HIM Tractor	Fuel Priority = 2 GP	(HTH), 34 acres Fuels Harvest (HFU), 62 acres Sanitation Harvest (HSA), 121 acres of Shelterwood Harvest (HSH),5 acres of Partial Removal Harvest (HPR) and 94 acres of HIM/HPO. Non-commercial treatments include 591 acres Handwork WFH and 99 acres Pre commercial Thinning (PCT). Along the travel route all commercial treatment would be done with tractor based systems, except for unit 001 which would use skyline logging systems. All treatment is proposed on south side of Ladd road, interspersed along the travel corridor with large landscape areas of untreated mixed in. There would be a mixture of mostly fuels hand work (WFH) and some improvement thinning up to North Fork Wolf Creek road intersection. The treatment transitions to fuels harvest (HFU) and improvement thinning along the entire travel route until reaching unit 55. A more open shelterwood treatment (HSA) would be done in this area. The visual effects associated with each prescription are described under the common elements section. All proposed treatments would cause textural changes to the landscape character, the least impact to the existing highly textured landscape patterns with one area of new more open landscape patterns with the shelterwood harvest. Meets Partial Retention to Modification VQO with Moderate Scenic Integrity.
Unit 11 27 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 12 69 acres	HTH Tractor	Fuel Priority = 2 JB, GP	
Unit 13 37 acres	HSH Tractor	Fuel Priority = 2 GP, Plant	
Unit 14 22 acres	HSH Tractor	Fuel Priority = 2 GP, Plant	
Unit 15 36 acres	HIM Tractor	Fuel Priority = 2 PCT, GP	
Unit 16 43 acres	HIM Tractor	Fuel Priority = 2 PCT, GP	
Unit 17 5 acres	HPR Tractor	Fuel Priority = 2 GP	
Unit 18 5 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 44 27 acres	HSH Tractor	Fuel Priority = 2 GP, Plant	
Unit 45 57 acres	HIM Skyline	Fuel Priority = 2 HP	
Unit 46 19 acres	HFU Tractor	Fuel Priority = 2 GP	
Unit 47 16 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 48 25 acres	HTH Tractor	Fuel Priority = 2 GP	
Unit 49 101 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 50 26 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 51 35 acres	HSH Tractor	Fuel Priority = 2 GP	
Unit 144 18 acres	HTH Tractor	Fuel Priority = 1 HP	
Unit 146 94 acres	HIM/HPO Tractor	Fuel Priority = 3 Whipfell	
Unit 147 15 acres	HFU Tractor	Fuel Priority = 2	
Unit 397 14 acres	WFH	Fuel Priority = 1 Plant	
Unit 401 302 acres	WFM	Fuel Priority = 2	
Unit 404 40 acres	WFH	Fuel Priority = 2 Plant	
Unit 405 15 acres	WFH	Fuel Priority = 2	
Unit 407 25 acres	WFH	Fuel Priority = 2 Plant	
Unit 408 19 acres	WFH	Fuel Priority = 2 Plant	
Unit 409 10 acres	WFH	Fuel Priority = 2 HP	
Unit 410 17 acres	PCT	Fuel Priority = 2 HP	
Unit 411 28 acres	PCT	Fuel Priority = 2 HP	
Unit 412 50 acres	WFM	Fuel Priority = 2 HP	
Unit 413	PCT	Fuel Priority = 2	

36 acres		HP	
Unit 414 151 acres	WFH	Fuel Priority = 2 GP	
Unit 415 15 acres	WFH	Fuel Priority = 2 Plant	
Unit 422 18 acres	PCT	Fuel Priority = 1 HP	
Unit 55 292 acres	HITH/HPO Tractor	Fuel Priority = 2 GP	(MA1, MA3A, MA16) There are vegetation management units and fuel treatments proposed in the foreground and middleground area of the Ladd Canyon Forest Road 43. This area of the viewshed is located from Unit 55 south to Anthony Lakes Recreation Area. The 31 units combine to treat approximately 2323 acres along the foreground and some middleground. The treatment proposed includes 84 acres Improvement Thinning (HIM), 78 acres Commercial Thinning (HTH), 79 acres of Shelterwood Harvest (HSH), 17 acres of Patch Openings (HPO), and 1279 acres of HITH/HPO. Non-commercial treatments include 133 acres Handwork WFH, 287 acres of WFM and 626 acres Pre commercial Thinning (PCT). The treatment proposed from La Grande Watershed area, unit 55, to Rainbow Forest Road 5125 has the most activity proposed with HITH/HPO treatments along both sides of the travel route. The landform is gently sloping along this area with numerous rolling ridges breaking up the flat viewing area allowing for ground based tractor logging systems to operate. Several road systems would need to be reconstructed or require heavy maintenance (grown closed) to be used. The rolling landform would allow much of the logging activity to blend d into the landscape with textural changes. From Rainbow FR 5125 intersection all treatment is proposed on the east side of Ladd FR 43 until reaching unit 315 where treatment is on both sides of the road corridor. Along this section of the travel route, treatment is very light on the ground with mainly non-commercial treatments of pre commercial thinning and fuels reduction (WFM, WFH) proposed. The visual effects of each prescription are described under the common elements section. All proposed treatments would cause textural changes to the landscape character, the least impact to the existing highly textured landscape patterns. Meets Retention VQO with High Scenic Integrity.
Unit 56 190 acres	HITH/HPO Tractor	Fuel Priority = 2 GP	
Unit 57 104 acres	HITH/HPO Tractor	Fuel Priority = 2 GP	
Unit 58 28 acres	HTH Tractor	Fuel Priority = 2 GP	
Unit 59 344 acres	HITH/HPO Tractor	Fuel Priority = 2 GP	
Unit 60 58 acres	HITH/HPO Tractor	Fuel Priority = 2 GP	
Unit 61 291 acres	HITH/HPO Tractor	Fuel Priority = 2 GP	
Unit 62 6 acres	HTH Tractor	Fuel Priority = 2 GP	
Unit 63 14 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 64 20 acres	HTH Tractor	Fuel Priority = 2 GP	
Unit 82 2 acres	HPO Tractor	Fuel Priority =3 JB, GB, HP	
Unit 83 1 acres	HPO Tractor	Fuel Priority =3 JB, GB, HP	
Unit 84 2 acres	HPO Tractor	Fuel Priority =3 JB, GB, HP	
Unit 85 3 acres	HPO Tractor	Fuel Priority =3 JP, GB, HP	
Unit 86 70 acres	HIM 16 acres Tractor 54 acres Skyline	Fuel Priority =3 JP, HP	
Unit 89 39 acres	HSH Skyline	Fuel Priority = 3 HP, Plant, Whipfell	
Unit 91 10 acres	HTH Tractor	Fuel Priority = 1 GP	
Unit 92 14 acres	HTH Tractor	Fuel Priority = 1 GP	
Unit 93 40 acres	HSH Tractor	Fuel Priority = 1 GP, Plant, Whipfell	
Unit 313 164 acres	WFM	Fuel Priority = 2 GP	
Unit 314 12 acres	PCT	Fuel Priority = 2 HP	
Unit 315 59 acres	WFM	Fuel Priority = 2 HP	
Unit 316 133 acres	WFH	Fuel Priority = 2 HP	
Unit 317 11 acres	PCT	Fuel Priority = 2 HP	
Unit 318 263 acres	PCT	Fuel Priority = 2 HP	
Unit 319 97 acres	PCT	Fuel Priority = 2 HP	
Unit 320	PCT	Fuel Priority = 2	

200 acres		HP	
Unit 341 31 acres	PCT	Fuel Priority = 2 HP	
Unit 423 12 acres	PCT	Fuel Priority = 2	
Unit 424 45 acres	WFM	Fuel Priority = 3 HP	
Unit 436 19 acres	WFM	Fuel Priority = 2 HP	
Middleground seldom seen areas from Ladd Canyon			
Unit 52 78 acres	HIM Tractor	Fuel Priority = 1 GP	(MA1) There are vegetation management units and fuel treatments proposed in the seldom seen middleground area of the Ladd Canyon Forest Road 43. The 34 units combine to treat approximately 1053 acres in the middleground. The treatment proposed includes 214 acres Improvement Thinning (HIM) and 189 acres Commercial Thinning (HITH/HPO). Non-commercial treatments include 263 acres Handwork (WFH), 135 acres of WFM, 56 acres of Fuels Harvest (HFU) and 196 acres Pre commercial Thinning (PCT). The landform is gently sloping along this area with numerous rolling ridges breaking up the flat viewing area allowing for ground based tractor logging systems to operate. Several road systems would need to be reconstructed or require heavy maintenance (grown closed) to be used. The rolling landform would allow much of the logging activity to blend d into the landscape with textural changes. All proposed treatments would cause textural changes to the landscape character, the least impact to the existing highly textured landscape patterns. Meets Partial Retention to Modification VQO with Moderate Scenic Integrity.
Unit 53 17 acres	HIM Tractor	Fuel Priority = 1 GP	
Unit 65 189 acres	HITH/HPO 84 acres Tractor 105 skyline	Fuel Priority = 2 GP	
Unit 66 56 acres	HFU Tractor	Fuel Priority = 2 GP	
Unit 67 20 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 68 73 acres	HTH Tractor	Fuel Priority = 2 GP	
Unit 69 186 acres	HTH Tractor	Fuel Priority = 2 GP	
Unit 70 8 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 71 30 acres	HIM Tractor	Fuel Priority = 2 GP	
Unit 87 12 acres	HIM Skyline	Fuel Priority = 2 GP	
Unit 88 34 acres	HIM Tractor	Fuel Priority = 3 HP	
Unit 94 88 acres	HTH Tractor	Fuel Priority = 1 GP	
Unit 95 46 acres	HTH Tractor	Fuel Priority = 1 GP	
Unit 96 37 acres	HTH Tractor	Fuel Priority = 1	
Unit 97 118 acres	HTH Tractor	Fuel Priority = 1 GP	
Unit 98 446 acres	HTH Tractor	Fuel Priority = 1 GP	
Unit 99 15 acres	HIM Tractor	Fuel Priority = 3 GP	
Unit 140 10 acres	HTH Tractor	Fuel Priority = 1	
Unit 143 67 acres	HTH Tractor	Fuel Priority = 1 HP	
Unit 325 44 acres	WFH	Fuel Priority = 2 Plant	
Unit 326 11 acres	PCT	Fuel Priority = 2 Plant	
Unit 342 44 acres	WFM	Fuel Priority = 2 HP	
Unit 343 32 acres	WFM	Fuel Priority = 2 HP	
Unit 365 58 acres	PCT	Fuel Priority = 2 HP	

Unit 366 106 acres	WFH	Fuel Priority = 1 GP	
Unit 367 32 acres	WFM	Fuel Priority = 1 HP	
Unit 395 94 acres	WFH	Fuel Priority = 1 Plant	
Unit 396 27 acres	WFM	Fuel Priority = 1 HP	
Unit 398 19 acres	WFH	Fuel Priority = 1 GP	
Unit 399 39 acres	PCT	Fuel Priority = 2	
Unit 400 33 acres	WFH	Fuel Priority = 2	
Unit 402 14 acres	PCT	Fuel Priority = 2	
Unit 403 35 acres	PCT	Fuel Priority = 2	
Unit 416 39 acres	PCT	Fuel Priority = 2 HP	

Summary of Effects

Alternative 2 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity to a minimum, meeting all standards.

Alternative 3

The direct and indirect effects of Alternative 3 would be the same as Alternative 2 except amount of commercial thinning density and non-commercial thinning/fuels reduction would be reduced. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Ladd Canyon Forest Road 43 to Anthony Lakes Recreation Area for a description of the scenic effects. From a scenery perspective, Alternative 3 would maintain a higher level of scenic integrity after implementation due to maintaining more color and texture viewed in the foreground. Overall, there would be less treatment in along the Ladd Canyon Forest Road 43.

Alternative 3 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 3 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level. Reopening overgrown roads and constructing temporary roads would not occur further reducing visual effects of introducing linear corridors.

Alternative 4

The direct and indirect effects of Alternative 4 would be the same as Alternative 2 except amount of commercial thinning density/fuels reduction would be reduced. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Ladd Canyon Forest Road 43 to Anthony Lakes Recreation Area for a description of the scenic effects. From a scenery perspective, Alternative 4 would maintain a similar level of scenic integrity as Alternative 2 after implementation. Overall, the treatment along Ladd

Canyon FR 43 would be the changed from predominately commercial thinning prescriptions to non-commercial units since this travel corridor is located in Priority 2 areas.

Alternative 4 prescriptions would improve the scenic character by moving stands toward the historic range of variability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 4 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level.

Alternative 5

The direct and indirect effects of Alternative 5 would be the same as Alternative 2 except roads would be open longer to accommodate biomass opportunities in the non-commercial thinning/fuels reduction units. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 Ladd Canyon FR 43 to Anthony Lakes Recreation Area for a description of the scenic effects. From a scenery perspective, Alternative 5 would remove more fuels around the foreground of the Ladd Canyon FR 43 if biomass removal is done. Overall, the treatment around Ladd Canyon FR 43 would be the same as Alternative 2 with more fuels removal done.

Alternative 5 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 5 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level while removing more fuels around Ladd Canyon Forest Road 43.

North Fork Wolf Creek 4315 – Partial Retention to Modification FG/MG

Alternative 2 – Proposed Action

The immediate foreground (up to 300’ distance zone), FG (up to ½ mile distance zone) and middleground (up to 4 miles) of North Fork Wolf Forest Road 4315 travel route is moderately sensitive for any new visual impacts and maintaining large trees and vegetation screening is important.

Alternative 2 would increase visibility into stands along the North Fork Wolf Creek FR 4315 by opening up the mid canopy and creating greater foreground diversity. The partial removal and commercial harvest treatments would leave the pine and larch species that have the desired large tree character, and greater fire resiliency. This effort would improve the scenic character and the scenic stability of the area. Alternative 2 would improve species composition, stand density, and reduce ladder fuels and canopy closure. These prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative. The following chart displays the vegetation management units and fuels treatments unique to the North Fork Wolf Creek FR 4315.

<table>
<tr><th colspan="4">Landscape Viewsheds – North Fork Wolf Creek 4315</th></tr>
<tr><td colspan="3">Vegetation Treatment
Commercial Thinning (HTH)
Sanitation Harvest (HSA)
Shelterwood Harvest (HSH)
Partial Removal (HPR)
Improvement Harvest (HIM
Fuels Harvest (HFU)
Patch Opening (HPO)
Precommercial Thinning (PCT)
Fuels Treatment Priority Areas
High (1), Moderate (2), Low (3) for treatment
Prescribed Burning</td><td>Scenic Concern and Design Features to address issue.

Does proposed activity meet VQO?

Viewshed & Visual Quality Objective Forest Plan</td></tr>
<tr><td>Unit #
Acres</td><td>Vegetation Treatment & Logging System
Tractor
Skyline
Helicopter
Prescribed Burning
Precommercial Thinning (PCT)
Handwork (WFM)
Handwork (WFH)</td><td>Fuel Treatment
1, 2, 3
Post-Harvest
JB (Jackpot Burn)
GP (GrapplePile)
HP (Handpile)
Plant
Whipfell</td><td>Using existing roads and designated skid trails with tractor ground based logging minimizes impacts. Locating skylines to angle away from viewing areas and feathering edges of corridors would help to blend in edges. Hand pile and burn pile techniques reduce visual impacts in site specific destination areas.

Does proposal meet VQO?

North Fork Wolf Creek FR 4315 range of VQO from Partial Retention FG/MG to Modification FG/MG</td></tr>
<tr><td>Unit 19
35 acres</td><td>HTH
Skyline</td><td>Fuel Priority = 2
HP</td><td rowspan="10">(MA1)
There are vegetation management units and fuel treatments proposed in the foreground and middleground area of the North Fork Creek Forest Road 4135. This area of the viewshed is located in the upper half of the travel route from the junction with Ladd Canyon FR 43 to approximately 3 miles down valley. The 9 units combine to treat approximately 207 acres along the foreground and some middleground. The treatment proposed includes 100 acres Improvement Thinning (HIM), 64 acres Commercial Thinning (HTH), 17 acres of Shelterwood Harvest (HSH), and 26 acres of Sanitation Harvest (HSA).

Treatment would occur on the north side of the travel route for first half of distance with a light touch on the ground with Fuels Handwork reduction then transitions to commercial thinning and shelterwood prescriptions with is a mix of ground based and skyline logging systems. Existing vegetative screening and steep canyon walls along the narrow canyon road corridor narrows the viewer's field of vision to foreground in most areas. The skyline corridors would be kept narrow and short with feathered edges to blend the linear feature into the landscape setting. The visual effects of each prescription are described under the common effects section.

All proposed treatments would cause textural changes to the landscape character, the least impact to the existing highly textured landscape patterns.

Meets Partial Retention VQO with Moderate to High Scenic Integrity</td></tr>
<tr><td>Unit 20
26 acres</td><td>HSA
Tractor</td><td>Fuel Priority = 2
GP</td></tr>
<tr><td>Unit 21
17 acres</td><td>HSH
Tractor</td><td>Fuel Priority = 2
GP, Plant</td></tr>
<tr><td>Unit 22
29 acres</td><td>HTH
Skyline</td><td>Fuel Priority = 2
HP</td></tr>
<tr><td>Unit 23
29 acres</td><td>HIM
Tractor</td><td>Fuel Priority = 2
JB, GP</td></tr>
<tr><td>Unit 24
20 acres</td><td>HIM
Tractor</td><td>Fuel Priority = 2
JB, GP</td></tr>
<tr><td>Unit 25
28 acres</td><td>HIM
Tractor</td><td>Fuel Priority = 2
PCT, GP</td></tr>
<tr><td>Unit 26
23 acres</td><td>HIM
Tractor</td><td>Fuel Priority = 2
JB, GP</td></tr>
<tr><td>Unit 406
49 acres</td><td>WFH</td><td>Fuel Priority = 2</td></tr>
<tr><td>Unit 35
45 acres</td><td>HIM
Tractor</td><td>Fuel Priority = 1
GP, HP</td><td rowspan="2">(MA1)
There are vegetation management units and fuel treatments proposed in the foreground and middleground area of the North Fork Creek Forest Road 4135. This area of the viewshed is located in the lower</td></tr>
<tr><td>Unit 36
11 acres</td><td>HIM
Skyline</td><td>Fuel Priority = 1
HP</td></tr>
</table>

Unit 37 9 acres	HIM Skyline	Fuel Priority = 1 HP	half of the travel route from the Forest Boundary to approximately 4 miles up valley. The 17 units combine to treat approximately 1069 acres along the foreground and some middleground. The treatment proposed includes 71 acres Improvement Thinning (HIM), 64 acres Commercial Thinning (HTH), 54 acres of Shelterwood Harvest (HSH), and 92 acres of HIM/HPO. Non-commercial treatments include 566 acres Handwork WFH, 40 acres of WFM and 246 acres Pre commercial Thinning (PCT). Treatment would occur on the north side of the travel route from unit 377 for approximately 1 mile with a light touch on the ground on both sides of the road. At the bend in section 30 treatment is proposed in the foreground and middleground on the south side of Wolf Creek FR 4315 with a combination of pre commercial thinning, 2 small shelterwood units with skyline corridors and fuels handwork. The lower mile near the forest boundary has more handwork on the north side with 2 small improvement thinning units done with skyline logging systems. There would be one reconstructed road near the forest boundary. All proposed treatments would cause textural changes to the landscape character, the least impact to the existing highly textured landscape patterns. Meets Partial Retention VQO with Moderate to High Scenic Integrity
Unit 38 6 acres	HIM Tractor	Fuel Priority = 1 JB	
Unit 39 33 acres	HSH Skyline	Fuel Priority = 1 Plant	
Unit 40 21 acres	HSH Skyline	Fuel Priority = 1 Plant	
Unit 43 92 acres	HIM/HPO Tractor	Fuel Priority = 1 JB, GP	
Unit 369 61 acres	WFH	Fuel Priority = 1 HP	
Unit 370 7 acres	WFH	Fuel Priority = 1 Plant	
Unit 371 25 acres	WFH	Fuel Priority = 1	
Unit 375 103 acres	PCT	Fuel Priority = 1 Plant	
Unit 376 132 acres	PCT	Fuel Priority = 1	
Unit 377 373 acres	WFH	Fuel Priority = 2	
Unit 378 19 acres	WFH	Fuel Priority = 1 GP	
Unit 379 81 acres	WFH	Fuel Priority = 1 GP	
Unit 380 40 acres	WFM	Fuel Priority = 1 HP	
Unit 381 11 acres	PCT	Fuel Priority = 1 HP	

Summary of Effects

Alternative 2 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity to a minimum, meeting all standards.

Alternative 3

The direct and indirect effects of Alternative 3 would be the same as Alternative 2 except amount of commercial thinning density and non-commercial thinning/fuels reduction would be reduced. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 North Fork Wolf Creek Forest Road 4315 for a description of the scenic effects. From a scenery perspective, Alternative 3 would maintain a higher level of scenic integrity after implementation due to maintaining more color and texture viewed in the foreground. Overall, there would be less treatment in along the North Fork Wolf Creek FR 4315.

Alternative 3 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 3 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level. Reopening overgrown roads and constructing temporary roads would not occur further reducing visual effects of introducing linear corridors.

Alternative 4

The direct and indirect effects of Alternative 4 would be the same as Alternative 2 except amount of commercial thinning density and non-commercial thinning/fuels reduction would be reduced. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 North Fork Wolf Creek FR 4315.for a description of the scenic effects. From a scenery perspective, Alternative 4 would maintain a similar level of scenic integrity as Alternative 2 after implementation. Overall, the treatment along North Fork Wolf Creek FR 4315.would be the changed from predominately commercial thinning prescriptions to non-commercial units since this travel corridor is located in Priority 2 areas. The exception is the first mile of the travel corridor on the east side of the Forest Boundary where the units are in Priority 1 areas.

Alternative 4 prescriptions would improve the scenic character by moving stands toward the historic range of variability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 4 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level.

Alternative 5

The direct and indirect effects of Alternative 5 would be the same as Alternative 2 except roads would be open longer to accommodate biomass opportunities in the non-commercial thinning/fuels reduction units. Reference the chart for specific units in the Landscape Viewsheds – Alternative 2 North Fork Wolf Creek FR 4315.for a description of the scenic effects. From a scenery perspective, Alternative 5 would remove more fuels around the foreground of the North Fork Wolf Creek FR 4315.if biomass removal is done. Overall, the treatment around North Fork Wolf Creek FR 4315 would be the same as Alternative 2 with more fuels removal done.

Alternative 5 prescriptions would improve the scenic character by moving stands toward the historic range of variability. More open stands of species compositions that are more fire resistant will improve the scenic stability. See previous section on summary of general effects for positive and negative effects for landscape character and scenic integrity in the proposed action alternative narrative.

Summary of Effects

Alternative 5 would move stands toward desired future conditions which are with historic range of variability, and reduce the risk of uncharacteristic fire, while keeping effects to scenic integrity at a high level while removing more fuels around North Fork Wolf Creek FR 4315.

Table 2. Comparison of Effects by Alternative for Visual Quality Objective and Scenic Stability

VQO's/SIO's	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
Retention	Meets VQO	Meets VQO	Meets VQO	Meets VQO	Meets VQO
Partial Retention	Meets VQO	Meets VQO	Meets Higher VQO	Meets VQO	Meets VQO
Modification	Meets VQO	Meets VQO	Meets VQO	Meets VQO	Meets Higher VQO
Overall Project Area Existing Condition is Moderately Low Stability	No improvement	Improves to High Stability	Improves to Moderately High Stability	Improves to Moderately High Stability	Improves to High Stability

Cumulative Effects

This cumulative effects analysis considers effects of past, present, and reasonably foreseeable future actions within the East Face Vegetation Management Project area. The geographic boundary for this cumulative effects analysis is the East Face project area and the temporal boundary is approximately 10 years, the amount of time needed for evidence of logging, restoration activities associated with road management and ecological function to soften and blend into the landscape more completely.

Past Actions

Vegetation management has occurred in the past in the East Face project area, there have been numerous timber sales, fuels reduction treatments, and activities associated with hazard tree removal and along travel routes. Roading, timber harvest and recreation development have changed the landscape from a natural appearing forested landscape. The activities of past management activities in total are incorporated into the existing condition and combine to maintain a range of scenic integrity levels from moderate and high in the designated viewsheds.

Present Actions and Reasonably Foreseeable Future Actions

Present and reasonably foreseeable future actions are outlined in Appendix D of the EA. A sustainable forest would be promoted, the larger diameter trees (>20") would be retained and become more healthy as competition from other vegetation species would be reduced. The large trees would have more nutrients, water, and space for growing and would be visually enhanced for viewing along the travel routes. The landscape character will be scenically and ecologically improved as the vegetation patterns become more diverse as a more complex forest structure is established and old growth characteristics become more dominant.

Overall, the trend is that scenic natural appearing landscapes will be more desirable over time in the forested setting.

Consistency Finding

All action alternatives would maintain a range of Moderate to High Landscape Character and Scenic Integrity (Condition) and would meet the established Visual Quality Objectives of Partial Retention or Retention. In areas designated to Partial Retention VQO the visitor would perceive a natural appearing to slightly altered landscape viewed in foreground or middleground and would have moderate scenic integrity. In areas designated to Retention VQO the visitor would perceive a natural appearing landscape viewed in foreground and would have high scenic integrity. The proposed treatments would be consistent with Forest Plan Standards and Guidelines for Visual Quality.

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